CAPSTONE INDUSTRY COUNCIL MEETING MINUTES March 8, 2006

The Alaskan Capstone Industry Council met at the Alaska DOT/PF Building on March 8, 2006, at 8:00 am. An attendance list is attached to the minutes.

The following agenda items were presented:

0800 – 0830	Information Sharing
Opening	Sue Gardner – Capstone Program Manager
Phase I & II	Ray Collins (Ops) & Mark Olson (Technical)
0830 - 1000	Strategic Planning
Phase III	Statewide Briefing - Capstone Team
Industry Feedback	Round Table

Information Sharing

Opening: Sue Gardner, Capstone and Weather Camera Programs Manager

Sue Gardner opened the meeting by welcoming the attendees and recognizing the importance of the positive feedback received at the Capstone Industry Council meetings. Sue noted that the feedback is especially critical as Capstone moves forward with Phase III, and requested members to advocate industry participation in these monthly meetings.

Sue introduced Mr. Wilson Felder, Director of Technology Development, ATO-P. Mr. Felder spoke to the programs that his office supports, including the Capstone and WCAM programs.

Phase I

Ray Collins, Capstone Operational Manager, provided an update on the Garmin MX-20 5.7c software upgrade and briefly touched on Air Traffic issues with the conflict alerts.

Copies of the software and Pilot Operating Manuals were received from Garmin on Friday, March 3, 2006.

Dennis Gerstung, Capstone/NISC, will be issuing and installing the new data cards, and Leonard Kirk, UAA, will be providing the training. Leonard will be in Fairbanks on March 9, 2006, and then in Bethel March 15-16, 2006, to conduct training.

The manufacturer, Garmin, is not required to send out notifications of upgrades. Capstone will notify Part 135 and Part 91 operators who received avionics equipment from Capstone of any upgrades.

Industry and Capstone representatives expressed that at some point all first through last generation users would need to have the same software in order to communicate with each other. Members theorized how this may be accomplished, including putting free software on the Capstone website and enforcing a standardized policy for the Nav Database updates as Phase III is implemented.

Sue Gardner mentioned that Capstone has assembled a panel to look into the Nav Database downloads and that she would discuss the status more in depth at the next Capstone Industry Council meeting.

Karen Casanovas, Alaska Air Carrier's Association, reported that the FAA denied the Alaska Airmen Association's request for pilots of Part 135/121 aircraft to install their own Nav Database updates. The FAA stated that the work has to be performed by a certified mechanic.

Mark Olson, Capstone Technical Manager, reported that Capstone's first priority in the Y-K was to locate GBTs at existing facilities. Minimally Attended Radar (MAR) locations were in place and provided good coverage. The UAT antennas had to be installed with the radar, which created a wedge of non-coverage.

Industry representatives stated that it should be reiterated that Capstone is a safety program and not an ADS-B program.

Phase II

Mark Olson stated that Capstone is not making progress in Phase II. The program is basically where it was in the August /September 2005 timeframe. Headquarters Oceanic and En Route offices had questions on the equipment. Capstone recently delivered the last IOU to them and is waiting on a decision.

Ray Collins reported that four Garmin Rotorcraft Supplemented Type Certificates (STCs) are now in place.

Sue Gardner recapped highlights of her briefing to HAI in Dallas, Texas, in February 2006, including discussions on low level VFR precision routes (RNP 1.0) for helicopter tour operators in SE, Alaska.

Jimmy Wright, Capstone/NISC, provided an update on the status of remaining Phase II Capstone installations, which include 10 Cheltons, 8 Garmins, and approximately 9 retrofits. Some installations have been completed at Coastal, Temsco, and Northstar, and additional installations are scheduled.

Steve Thompson, Chelton, reported that some of the initial Capstone-equipped aircraft operators received information from Garmin calling for two wires to make the connection from the GDL90 to the Chelton display. Subsequent documentation indicated three additional wires were needed. Approximately forty aircraft are affected. Jimmy Wright is working with AcroHelipro to get the wire installations scheduled.

The Chelton IDU memory update will begin in mid-March 2006. The software update is scheduled for late June 2006. UAA will be working with Nick Cain from Chelton to help develop the 6.0B training materials.

Nancy Schommer, Capstone Business Manager, advised that the Phase II installations should be completed by the end of June 2006. SE Alaska operators need to be on a list to have AcroHelipro do the installation. Capstone is sending out letters to the operators and asking people to advise others.

On-going maintenance is a concern after June 30, 2006, when the installation contract with AcroHelipro ends. AcroHelipro has confirmed that they will have some presence in the SE for the remainder of the year. Capstone is looking into follow-on maintenance capabilities. This could include a Part 145 repair station in SE Alaska; however, a full repair station is outside the current scope of the contract.

Capstone requested Paul Fiduccia to look at where the repair stations are in Alaska as well as other options. Alternate approaches are being looked at.

Nancy Schommer requested Capstone Industry Council members to bring forth any innovative ideas for solutions.

Round Table:

Karen Casanovas announced that the Alaska Air Carrier's Association had awarded the Arnold Livingston award to the FAA Capstone Program.

Nancy Hemsath, Institute of the North, announced the publication of a report from the Arctic Aviation Experts Workshop held in Russia in October 2005.

Included in the report was a transcript of the presentation on Capstone, in which there was much interest from international experts.

Dan Stapleton, MITRE, reported that the previously approved Phase II Master Maintenance Equipment List (MMEL) for a one-day repair time interval would be lengthened to three flight days for the key Capstone components. The MMEL is currently in AFS-200 for signature.

Conclusion and Next Meeting:

The meeting was concluded following discussions around the table. The next Capstone Industry Council meeting is planned for April 12, 2006, in the conference room at the State DOT/PF Building at Lake Hood.